

Craney Island/3rd Crossing Mtg.
October 30, 2000

Agenda

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|------|-------------------------------------|-----------------------------|
| I. | Welcome and Introductions | Mark Mansfield 1330-1340 |
| II. | Sequencing Overview | Mike Knott |
| III. | Technical Navigation Considerations | Doug Stamper |
| IV. | Overview of Expansion Footprints | Michele Banton |
| V. | Discussions Regarding | |
| | A. Planning | All |
| | B. Design | All |
| | C. Construction | All |
| VI. | Concluding Remarks | Mark Mansfield 1500 |
| VII. | Time for One-On-Ones | 1500-1530 |

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Craney Island
3rd Crossing of Hampton Roads
October 30, 2000
Meeting Minutes

11/21/00

A meeting was held to discuss the status of the Craney Island feasibility study as it relates to the 3rd Crossing of Hampton Roads (HRC). The meeting agenda is provided as enclosure one while enclosure 2 provides the list of attendees. Mr. Mike Knott gave an overview of Mr. J. Robert Bray's October 2, 2000 presentation to the Virginia Engineers Conference. The presentation included the potential sequencing of a Craney Island expansion with the HRC. This potential sequencing is predicated upon the desires of the port for an eastward expansion. It was noted by Mr. Knott that an option exists to the HRC for a spur crossing of the Craney Island site. He indicated that the spur would be independent of, but complimentary to the HRC. In other words, the Virginia Port Authority (VPA) desires an expansion of Craney Island with or without the HRC. If the HRC were not built, Mr. Knott indicated that sole access to VPA's desired terminal at Craney Island would occur through a new access road from the Western Freeway via Route 164 through Portsmouth.

Mr. Doug Stamper gave an overview of the technical navigation considerations, which must be addressed as part of the Craney Island expansion feasibility study. He referenced necessary vessel simulations which he is discussing with the navigation users of the port (Virginia Pilot's Association, Hampton Roads Maritime Association, Virginia Port Authority, the U.S. Navy, and others) in order to prepare a scope of work with the Computer Aided Operational Research Facility (CAORF). The Corps of Engineers Waterways Experiment Station is assisting in the development of the scope of work. Mr. John Simon asked that the study evaluate the next generation of ship ("S" Class of the Maersk line) and its capabilities in serving the CI Port facility. Mr. Stamper indicated that the Norfolk District would contact the Virginia Port Authority, as the local project sponsor, as to this item and whether it could be included as part of this effort or part of later studies on the authorized 55 foot channel.

Ms. Michele Banton provided working drawings of 12 potential footprints for expansions to Craney Island. Mr. Jeff Cutright and Mr. Phil Shucet summarized for the group technical review comments that the Virginia Department of Transportation had prepared dated September 27, 2000. The comments provided a starting point for the understanding of the technical needs of the HRC relative to compatibility with various expansion footprints and vice versa. The group agreed to continue to work

together to find common sense options. I indicated that similar discussions will be held with other interested parties such that the purposes of the feasibility study are fulfilled in a manner that incorporates stakeholder considerations and concerns.

Mr. Matt Byrne indicated that a contract with Virginia Geological Services (VGS) was nearly complete relative to the collection of borings data. It was agreed that it makes good sense to share information and in that regard, Mr. Byrne indicated that the borings data would be provided to both VPA and VDOT. Subsequently, the undersigned provided this information to both VPA and VDOT via CD in gINT format (see enclosures 3 and 4). In addition, the information will be loaded into the Norfolk District GIS for access and usage.

Mr. Pete Kube indicated that the Norfolk District comments to the final draft Environmental Impact Statement for the HRSC were being finalized and that they would be provided to VDOT. There was a good discussion amongst the group of the purposes and needs of the HRC, the Craney Island expansion, and the 50 foot inbound channel for the Norfolk Harbor and channels. It was agreed by all present that both port traffic and highway traffic will continue to grow in the Hampton Roads area and that sound planning is necessary to address these needs. This forum was a good indication of working together to address the identified needs.

The group agreed that further discussions should occur relative to related planning, design and construction options including but not limited to the sharing of data, outputs of hydrodynamic modeling, bridge/tunnel designs to accommodate a potential 60 foot future navigation channel depth, common walls and/or levees, and specialized surcharging techniques.

Respectfully,

Mark T. Mansfield